



CONNECTICUT BUSINESS & INDUSTRY ASSOCIATION

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**S.B. No. 408(RAISED): AN ACT CONCERNING THE ADMINISTRATION OF  
BRADLEY INTERNATIONAL AIRPORT.**

CBIA supports the concept of this bill but believes the committee should also support other measures before the legislature that would help attract investment in the area around Bradley International Airport that are not as fiscally controversial in a poor economy as establishing new tax credits.

CBIA appreciates this committee's recognition of the importance of Bradley International Airport as a facility with enormous economic potential for our state and the region.

A 2005 report from the Department of Economic and Community Development estimated that over the following 20 years, on average, Bradley could contribute \$34 billion in economic activity to the state representing nearly \$11 billion in income for Connecticut residents and nearly 140,000 jobs.<sup>1</sup>

According to the most recent economic impact analysis we are aware of (2008), Bradley currently contributes \$4 billion in economic activity to the state of Connecticut and the surrounding region, representing \$1.2 billion in wages and 18,000 full-time jobs.<sup>2</sup>

The airport has made great strides in the last few years but clearly we have a long way to go if the airport is to meet its enormous economic potential.

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<sup>1</sup> The Contribution of Bradley International Airport to Connecticut's Economy, State of Connecticut Economic Impact Analysis, Department of Economic and Community Development, May 27, 2005.

<sup>2</sup> See DOT reference at: <http://www.ct.gov/dot/cwp/view.asp?A=1373&Q=429554>

Additionally, CBIA continues to agree with the conclusions of the 1999 Schiphol report on Bradley that concluded the airport's competitiveness (and, by extension we would argue, its economic impact in Connecticut) could be improved by treating the airport not just as a transportation facility, but as a business focused on return on investment.<sup>3</sup>

The creation of the Bradley International Airport Board of Directors in 2001 was an important step in moving towards a more business-like model for the airport. More steps need to be taken. Bradley remains one of only a handful of state-run airports in the country. Without greater freedom to move quickly and independently from some of the more cumbersome and time-consuming constraints associated with being a governmental entity, we fear the airport may have difficulty retaining even its current level of economic activity, let alone achieve the exciting and crucial goals forecasted in the DECD report.

SB-109, An Act Concerning the Bradley Board of Directors proposes an important step that will move the airport region towards greater economic prosperity by reconstituting the board of directors, broaden the board's authority to hire managerial employees, approve significant contracts and to work with the State Contracting Standards Board to streamline competitive bidding for contractors, vendors, professional and other services. A nearly identical bill passed the Senate last year but was not called in the House for a vote.

Again, CBIA supports this committee's efforts to add tax incentives as a way to promote economic investment in and around Bradley International Airport. We urge members to support other measures before the legislature that will also help achieve this goal and we will submit a list of such bills to all committee members by March 15.

Thank you for the opportunity to submit comments on this bill.

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<sup>3</sup> Bradley International Airport, 'At the Crossroads'. Prepared by Schiphol Project Consult B.V., 1999.